VOL. LXVI. - NO. 254.

NEW YORK, FRIDAY, MAY 12, 1899. - COPYRIGHT. 1899. BY THE SUN PRINTING AND PUBLISHING ASSOCIATION.

PRICE TWO CENTS.

TUNNEL RAPID TRANSIT.

MARSHALL BILL COVERS FAR MORE THAN THE L. I. R. R. PROJECT.

Ary Bailroad May Apply Direct to the Municipal Assembly for a Fifty-Year Tunnel Pranchise-Long Island Road Will Apply as Soon as the Bill Is Law.

The Marshall bill, signed by the Mayor on Wednesday, was occupying public attention resterday for the reasons. First, because, as on as it is suggest by the Governor, the Long fourt listinged will get at the work of tunneland, second, because any may, under the terms of the Municipal Assembly for a ratebase to build a tunnel railroad grant streets of the city. This, according the Mayor's view, offers the best chance yet

gasautes of the raph! transit problem. re land amendment to section 73. elapter ars of the city charter, which provides that no franchise of any kind should be granted by the Manneipal Assembly for a eager period than twenty-five years. It in Til na follows:

and Assembly is hereby authormetion, to grant a franchise any radi ad corporation to use the of and a reads, avenues, parkways or hightion of a tunnel railroad underthe thereof for the period of fifty as such grant may at the opby provide for giving to sections to renewals not exceed-In the aggregate twenty-five years, pror that such grant shall only be alter an agreement has been entered ets bre, that united corporation to pay to the and New York is per cent, or so much thereof may be, of the net profits derived from the se of any tunnel which it shall construct.

the long is and hallread officials said ves-tered that as seen as doy. Boosevelt signs the bil they will make application to the Mu-sipal Assembly for a framelise, and on get-agit will lose no time in pushing the work of opening the tracks on Atlantic avenue and distributing the East Rivertunnel. An official the road said. We are very glad the Mayor signed the bill,

We are very glad the Mayor signed the bill, seems we know that the Governor approves and donot believe that the Municipal Assembly will stand in the way of an improvement which means so much to the real state interests of the city. We believe that in two rears and a built the Atlantic avenue improvement can be thushed, the tunnel built and the new service in operation. The tunnel state be utilitat such a depth beneath the surface that no delay will be caused, by the necessary of condemning property rights, and no boundations, sewer or water pipes or subways

No further steps toward financing the mat-No further steps toward financing the mat-ter will be taken until we have the full consent of the Municipal Assembly to go ahead. The more for the enterprise is available at any ing, though and we shall have no trouble in that direction. The benefits of the Atlantic senue improvements and the East River tun-nel to the teople, to real estate, and to the city, which will not have to spend a cent on the tun-nel, will be tremendous."

MAYOR KILLS RAPID TRANSIT BILL. Commission Left Helpless but Hopeful-

Claffin Resigns-Orr Put Back Mayor Van Wysk sent back yesterday to Altany without his approval the amendments the Rapid Transit law, thus killing the bill. He was led to disapprove the amendments, it was said yesterday, because he considered that the Marshall East River Tunnel bill. which he approved on Wednesday, would pernitall to be done that the amendments to the and Transit act sought, and because killing e bill landed the Board of Rapid Transit emmissioners practically helpiess in the ands of Tammany Hall. The amendments mich the Mayor refused to accept were designed to permit the Rapid Transit Commisonto sell the franchise for an underground allway for a period of fifty years.

signs the Marshall bill it will leave the and Transit Commission powerless to do withing toward the construction of the tunexcept with city money, while the Munici Assembly will have power to grant a franits to any railroad corporation to build a made under any part of the city. The Comhistoners a most the first situation, but they saythat they have not studied the Marshall and have number what power it confers on Municipal Assembly, Mayor Van Wyck the rest of the city administration are un-adly to the Eapel Transit Commission.

ienri in 1834, notines aution. He resigned in order In his resignation. He resigned in order Alexan for E Orr, who lost his member-latine commission when his term as Presi-of the Chamber of Commerce expired. at of the Chamber of Commerce expired, the be elected to membership. Mr. Claffin in his letter of resignation: the artist congrutulate the commission on property.

dens which the growth of inten-indeesary. The growth of inteni-copinion will not only insure ample at of what the commission has it will also give to the com-ach carriest public support as the a fixed to histore the speedy build-anderground road. The recent leg-antic ground road. The recent leg-antic ground road. which to the casual observer sary. The growth of intellianytime exceeding its legal limit of its. If now the people loudly and einand an underground road to be the city's money, and to be built at commission of the land Transit Commission of the land the Rapid Transit Commission of the land the land the same alice to carry out its earefully ma-

thanked Mr. Claffin for his services a May 25 he will be reflected

tarin, the acting President. er of resignation from Lewis L.
dary to the board. Mr. Delafield
fre of private business. The
accept his resignation, but apcommittee to hunt for a succill said that if it were posed would be persuaded to conce.

commissioners had a long talk ure of the amendments to the act they are working and the effect all bill and gave out this state-The Mayor's veto puts a definite end to the

y appeal to private capital in transit. A rapid transit rail-be built by the city or not at all-ity is abundantly sufficient for the Rapid Transit Board has the routes and place. routes and plans of con-ve been formally approved all authorities and by the the routes and plans, it received practically unanticipal authorities and and the routes and r

other members of the Board of the Corporation Counsel. The construction in form for public was submitted to the Corporation of the Corporation of the Corporation of the Statistical Corporation of the Statistical Country of the Coun Ther practical powers."

Spent \$255,580.57 since June

Audit Company, which has
ounts, reported restorday that

ence he had with Senator John Ford. Mr. Orr took exception to the statement made by Ford on the floor of the Senate that the amendments proposed by the Commissioners "ratified an agreement previously made between the Rapid Transit Board and the Whitnersyndicate, and no one else could compete; that four Rapid Transit Commissioners had favored naming the Metropolitan Company in the amendments, but that one member had objected to this as too bold." Mr. Orr asked for Ford's authority for these statements. Ford wrote back retusing to give the source of his information, and saying. "Debate in the Legislature is privilezed, you know." He added that he believed the bill as advocated by the commission to be the most indefentiable bill he ever saw at Albany. In answer to this Mr. Orr wrote that the Constitution protected Ford from a sait for slander, but not from the effect of public opinion, and that there was absolutely no truth in what Ford had said as to a previous arrangement with the Whitney syndicate, or as to four Commissioners wishing to put the name of the Metropolitan Company in the bill.

PORTO RICAN OFFICIAL REMOVED. Secretary of State Was Also the Attorney for the Spanish Bank. Special Cable Despatch to THE SUN

SAN JUAN DE PORTO RICO, May 11.-Gen. Davis, who succeeded Gen. Henry as military Governor of Porto Rico two days ago, learned that Francisco Acuna, Secretary of State, was to visit Washington on leave of absence, and that it was his purpose while there to repre-sent the Spanish Bank in an endeavor to secure the renewal of the monopoly of the note issue. Acuna was summoned by Gen. Davis and asked if this was true. Acuna answered that was the object of his visit. Gen. Davis then informed Acuna that to represent as an attorney a corporation whose business was with the Government was incompatible with the duties of his position as Secretary of State. and asked for his immediate resignation.

The office has not yet been filled. Manuel Rossy, the leader of the Republican party, has been asked to accept the place, but still has the matter under consideration.

DECLARES DREYFUS INNOCENT.

The Figure Sums Up the Evidence Given Before the Court of Cassation. Special Cable Despatch to Tun Sun.

Panis, May 12.-The Figure this morning sums up the evidence given before the Court of Cassation in the Dreyfus revision proceedings, which testimony it has been printing daily for some time past. It proves that the German data in the bordereau was the work of corresponding spies other than Dreyfus. who requested information on many points, including the details pertaining to cannon No. 120

The paper declares that Gen Deloyes's note was sent to the Court of Cassation for the purpose of trying to upset Commandant Hartmann's evidence. It refers to the communieatlons between Col. Schwartzkoppen and French spies, which were intercepted by the War Office, and says that they, when properly read, alone suffice to prove that Dreyfus did not write the bordereau. The Figure then proceeds' to quote the documents extensively to prove its contention.

CROKER AIR POWER STAGES.

Carriage Company Develops Into a Big Concern with Free Use of the Streets. The General Carriage Company, which has

been organized with a capital stock of \$100 .-000 under a special charter granted by the Legislature at its last session, developed yesterday into a full-fledged air power stage line enterorise, with a Croker alliance. At a meeting held at the office of Richard Croker's New York Auto-Truck Company, 149 Broad-

New York Auto-Truck Company, 149 Breadway, the contracts were arranged by which the Auto-Truck Company sold all its rights for passenger vehicles in this city to the General Carriage Company.

The General Carriage Company's charter authorizes it to "purchase, construct and maintain a system of hacks, conches or vehicles drawn or propelled by horse or other lower through any public road, street or highway in any city of the first class."

Fifth avenue, in this city, it is said, is closed to the company by reason of exclusive rights vested in the Fifth Avenue Stage Company, which has been sold to the Whitney Interests. But wherever it can enter the Carriage Company, under its charter, is said to require no municipal franchises at all.

pany, under its charter, is said to require no municipal franchises at all.

The charter went through the Legislature as a chean cab company charter. The incorporators were Henry B. Livingston, Reginald W. Rives, Edward A. Brennan, J. Frederick Kernochan and Thomas Saint John Gaffney, Some of whom at least have been much surprised by later developments. Already the ieneral Carriage Comrany of New Jersey has been incorporated with \$29,000,000 capital, to hold stock of other companies and exercise other powers not allowed by the New York charter, but the New York company will be the operating company.

charter, but the New York company will be the orerating company.

F. B. Esler, who drew the New York con-cern's charter, got in the incorporators and is temporarily President of the company, is President of the Metropolis Contract Com-pany, the concern which put in a much-ieglected bid for the rapid transit tunnel job. He said yesterday:

"I am to be replaced as President by a prac-tical executing man. I interested the incor-

"I am to be replaced as President by a practical operating man. I interested the incorporators in a cheap cab service. Of course, when I drew up the charter I made it a broad one, and I don't think I left anything out. Of course, the charter gives valuable rights: in fact it gives a mactical monopoly to us, certainly until the Legislature meets again, to run stage lines on the streets of this city. The company can siso carry freight should it choose to do so.

"If the politicians had known what a good thing the charter was it wouldn't have gone through. The air power people didn't know anything about it until I, myself, went to them. We have secured the rights for compressed air, devices in order to operate our stages. What fare we will charke has not been settled. It has been suggested that we charge three cents, but that is merely a suggestion."

Mr. Hoadley of the Auto-Truck Company and that while the Carriage Company was a distinct corporation there.

Henry B. Livingston, one of the Carriage Company's incorporators, who was in Wall street vesterlay afternoon, said that the Carriage company's incorporators, who was in Wall street vesterlay afternoon, said that the Carriage company's incorporators, said that the Carriage company's incorporators, who was in Wall street vesterlay afternoon, said that the Carriage company's incorporators, who was in Wall street vesterlay afternoon, said that the Carriage company is necessariant.

Henry B. Livingston, one of the Carriage Company's incorporators, who was in Wall street yesterday afterneon, said that the Carriage Company was not a development of the Auto-Truck Company, but that "they are now behindius." The idea of the company, Mr. Livingston stated, had originated with himself and another man as a small undertaking and had now grown into a big one, in spite of them.

them.
What purported to be a semi-official statemen: was made in Wall street yesterday to the effect that the Fifth avenue stage line had been sold to W. C. Whitney for the New York Fiectic Vehicle Transportation Company.

Republicans of the Second Maine District Nominate C. E. Littlefield.

Augusta, May 11.-The Republicans of the Second Maine district met in convention at Lewiston to-day to nominate a candidate for Congress to succeed the late Nelson Dingley. Congress to succeed the late Nelson Dingley. Charles E. Littlefield of Rockland was nominated by acclaimation. Full delegations were present from all the cities, towns and plantations in the district, but the certainty of Mr. Littlefield's nomination removed much of the interest. Two hundred and ninety-four delegates were present. W.T. Lobb of Knox county, a lime manufacturer, placed Mr. Littlefield's name in nomination. The nomination was seconded by Henry W. Oaks of Androscognic county.

was seconded by Henry W. Oaks of Androscoggin county.

John W. Swasey of Oxford was the only candidate against Mr. Littleffeld until last night,
when his supporters announced his withdrawal from the contest. Mr. Littleffeld was
escorted to the platform by his friends amild
intense cheering. He made a brief speech, in
which he praised the work of the Administration. At Mr. Littleffeld's home, at Bockland,
to-night a celebration was held in honor of the
nomination. A Republican nomination is
equivalent to an election in this district.

The bemocrats will hold their convention tomorrow and will nominate John Scott of Bath
for Congress. Mr. Scott seconded the nomination of Arthur Sewall for Vice-President at the
Chicago Convention.

The Central B. R. of New Jersey announce that Philadelphia train now leaving Liberty st. at 7.45 A. M. and South Ferry at 7.25 A. M. will, beginning May 15, leave Liberty st. at 7.30 A. M. and South Ferry at 7.25 A. M. and South Ferry at 7.25 A. M. and South Ferry at 7.25 A. M. arriving at Pailadelphia. Beading terminal, at 9.30 A. M. An additional train will leave New York Sundays at 9 P. M. for Philadelphia, arriving at Philadelphia at 1130 P. M. Alse that train leaving New York Liberty st. at 5:45 P. M. will not run beyond Electon, and that train leaving Liberty st. at 4:46 P. M. and South Ferry at 4:35 P. M. will run through to bethlehum, Mauch Chunk, with connections for Reading and Harrisburg.— 4de. Ar. Orr manie public yesterday a correspond-

DEWEY TOLD TO COME HOME

AUTHORIZED TO COME AT HIS CON-VENIENCE BY ANY ROUTE,

He Will Doubtless Come in His Flagship, the Olympia, by the Suez Route, and May Start Within a Few Days-New York Will Be the First Home Port He Will See.

WASHINGTON, May 11 - Admiral Dewey's return to the United States within a very short time has been assured through an exchange of views on the subject between the Admiral and the Navy Department. In answer to a telegram from Admiral Dewey, in which he expressed his desires in regard to his home-coming. Secretary Long to-day sent a despatch authorizing the Admiral to return at his own conventence and by any route or means he chose. This telegraphic correspondence contained in-formation definite enough to justify the statement by naval officials familiar with its contents that Admiral Dewey would start for home very soon, probably in a few days, and that he was expected to be here by the middle

The naval authorities are very reticent co cerning the contents of the despatch from Admiral Dewey. They say that it was a private message addressed to Secretary Long, and cannot be made public at this time. The mystery over the contemplated movements of the popular hero is something that nobody appears to be able to explain. It was like drawing eyeteeth to get from the naval officials any information about the character of the correspondence between Secretary Long and Admiral Dewey. The only explanation that is in any way plausible is that the Navy Department does not want to announce Admiral Dewey's plans in advance of his departure from Manila, as knowledge of his return by one of the two routes would bring a storm of protests and importunity from people in the United States whose geographical situation requires his return by the other in order that they may show the hero of Manila Bay

how great is his popularity. There is reason to believe that the Navy Department has some information about Dewey's plans. The Sun reporter was fold that it was apparently certain that the Admiral would come home in his flagship, the cruiser Olympia, by the European route, making his first stop in the United States at New York. The Admiral probably expressed a desire to make the voyage in his flagship by that course, and the authority telegraphed to him to-day by Secretary Long is broad enough to permit him to

carry out any plans he may have formed. It is evident from what naval officials say about Admiral Dewey's home-coming that the Admiral is satisfied that the Filipino insurrection is practically over. He has heretofore expressed his desire to remain at Manila while the situation in the Philippines was critical. That he would not be willing to leave while the Philippines Commission had important work to perform is obvious. Admiral Dewey is a member of the commission, and, according to advices from Major-Gen. Otis to Adit -Gen. Corbin, is representing both the army and navy on that body. Gen. Otls told the Adiutant-General that he would not have much time to attend to his work as a Commissioner and that Admiral Dewey would take his place in advising their colleagues in regard to the military situat'on.

Secretary Long received a telegram to-day from the New York Chamber of Commerce, in which the Chamber disavowed any connection with the proposed dinner to Admiral Dewey at \$100 a plate. The telegram said that the Chamber would do all that it could to discour-

\$100 a plate. The telegram said that the Chamber would do all that it could to discourage the project.

When Admiral Dewey leaves Manila he will be succeeded in the command of the Asiatio naval station by Capt. Albert S. Barker, the commander of the hattleship Oregon, who la, next to the Admiral, the ranking offleer in Asiatic waters. Capt. Barker will serve in that capacity until the arrival of Rear Admiral John C. Watson, about June 15, when he will be relieved of the command of the Oregon by Capt. George F. F. Wilde, now of the Boston. Orders for Capt. Barker to proceed to the United States were to have been issued by the Navy Department, but, owing to the prospect of Admiral Dewey's departure at an early date, he will be retained until relieved by Admiral Watson. He will then come home.

Admiral Dewey cabled the Navy Department to-day that he desired to keep the Boston at Manila for a short time longer, as she was needed, and authority to do this was telegraphed by Secretary Long. The Boston had been ordered to return to San Francisco for repairs.

NEW YORK WANTS DEWEY FIRST

The Mayor Voices the Demand in Messages to the Admiral and Secretary Long. Mayor Van Wyck sent the following cable message yesterday:

message yesterday:

New York, May 11, 1809.

Admiral George Devey, Manila:

The people of the city of New York desire an opportunity to officially welcome you on your return home. They earnestly request that you first reach America at the city of New York, the metropolis of the Western Hemisphere, where the fullest opportunity can be given the people of this country to do appropriate honor to the hero of the Spanish-American war.

ROBERT A. VAN WYCE, Mayor.

To the Secretary of the Navy the Mayor telegraphed this message: The Hon. John D. Long, Secretary of the Navy, Wash ingson, D. C.:

The people of the city of New York intend to extend an official welcome to Admiral Dewey when he comes to the city. It is their earnest desire that the great Admiral should first reach the American continent at the port of New York. They sincerely hope that the United States Navy Department can so arrange his homecoming.

ROBERT A. VAN WYCE, Mayor.

Dewey Invited to Visit Cincinnati. CINCINNATI, May 11.-Mayor Gustav Tafel cabled Admiral George Dewey at Manila to-day, asking him to return to America by way of San Francisco and extending him an urgent invitation to visit Cincinnation his trip across the continent.

HONORS TO A DEAD SAILOR.

Senator Foraker, Gov. Bushnell and Others Speak at Meek's Burial. CLYDE, O., May 11.-Thousands gathered

here to-day to lay to final rest the remains of George Burton Meek, the first American sailor killed in the Spanish-American war, on board the Winslow, off Cardenas, one year ago to-day. The remains were buried in the village cemetery, near the grave and monument of Gen. James B. McPherson, an Ohio hero. Gov. Bushnell and staff, Senator Foraker, Lieut.-Gov. Jones and other distinguished visitors arrived early. Senator foraker delivered the eulogy in the afternoon and paid a fitting tribute to the hero. Brief addresses were made by Gov. Bushnell, Lieut-Gov. Jones. Senator Mitchell, Congressman Norton and others.

The pallbearers were twelve members of the Sixth Ohio Volunteer Infantry. The town was profusely decorated in national colors.

CHEERS FOR BOB EVANS.

Had to Make a Speech Before Going Fishing with Mr. Cleveland.

TOLEDO, O., May 11.-Capt. Robley D. Evans and former President Grover Cleveland are angling at Middlebass Island, Lake Erie, for black bass. With a party of Ohloans they went black bass. With a party of Onioans they went to the island to-day. They based through Sandusky, where a steamer was taken for the island trip. Notice had been given of the pros-pective arrival of Capt. Evans. The docks were crowded with thousands of people and the repulace would not allow the beat to pull from the shore until Capt. Evans mounted the bridge and made a speech.

If you can set on fire anything once freated with "Pireprocune." Investigate at once. Saves lives, See our ad. in this paper, page 3.—Adv.

Who wrote the wrapper? See "The Blind cas." All bookselfers and newedcalers. Adv.

CROWDS TO TISIT THE NASHPILLE. WHAT MR. CARNEGIE SOLD. Several Persons Thrown Into the River by

Sr. Louis, May 11. There was such a rush of visitors to the cruiser Nashville to-day that | several were injured. The cruiser is anchored. out in the river well toward the Illinois shore and the only means of reaching her is on the boats of the Wiggins Ferry and the Columbia Excursion Companies, who got the exclusive privilege of carrying excursionists to the gun bout at the rate of 20 cents for the round trip The Andrew Christy was employed in conveying visitors from the foot of Chestnut street, and the City of Providence returned them to shore at the foot of Pine street.

the Rush at the Dock.

ing visitors from the foot of Chestaut street, and the City of Providence returned them to shore at the foot of Pine street.

The Christy lay alongside a wharfboat which was connected with the shore by a gangplank. No handrail or guards were provided. When the people legan to crowd aboard many were shoved off the clark into the river. The police were unable to control the crowd. Nellie Hogan, Elsie Trichler, Ida Regan, Anna Marshall, Mrs. John Masen and Mrs. John H. Hoffenfelder were among the women who were knocked down and trampled on by the excited crowd. They excaped serious linjury. Those in the water were rescued.

Special excursion trains were run for a distance of 1001 miles out, bringing many thousands of people to the city. All wanted to board the gunboat, but few of them had an opportunity to do so, owing to the gross mismanagement, which has aroused much criticism.

In the morning there was a parade of jackles, escorted by military, winding up with a reception at the Merchants' Exchange. The route of the procession was crowded, and the sailors were cheered all the way. To-night the sailors attended a vaudeville performance, while the officers were banqueted at the Southern.

TALK OF AN EXTRA SESSION.

The President Has Not Yet Definitely De-

cided to Call Congress Together. WASHINGTON, May 11 .- So far as known President McKinley has not decided on any date for the calling of an extra session of Congress. In fact, it is not certain that there will lished reports to that effect. Just before the President left Washington for the Virginia Hot Springs it was said on high authority that there was no certainty that Congress would be called was no certainty that Congress of the time, in together in October or at any other time, in extraordinary session. The possibility that congress would be assembled before the regular meaning time in December was samitted.

Congress would be assembled before the regular meeting time in December was samifted, but the chances were believed to be if anything, against it.

The fact is well established that President McKinley has recently mentioned the subject of an extra session to seeme of his official visitors and that he has mentioned October as the time for calling such an extra session. If it should be found desirable to have legislation before December. But he will not decide either for or against an extra session until affairs in for or against an extra session until affairs in the Philippines have reached a more advanced stage. In fact, it is likely that the President will listen to a personal report from Admiral Dewey himself in regard to the exact Philip-pines situation before deciding on any action.

HELD UP BY ELECTRICITY.

Couldn't Let Go the Handles and a Thief

Went Through His Pockets. Jantel Goroditzski, a Hebrew, who had a full flowing beard and were a high but and a fine frock coat, entered the Delancey street station last night a thoroughly angry man. He said that he was from Philadelphia, and that he had found New York too swift for him. As he related his experience, angry as he was, he laughed.

He sald he was walking in Grand street, when he saw a man with an electric machine peddling shocks to children at a penny a shock. The little ones laughed so much that he fished

The little ones laughed so much that he fished out a penny and said he'd try the machine himself.

"He buils oudt der handtle a liddle vay," said Geroditzski, "und I veels somedings dickle mine handt. Den he buils oudt der handle avay oudt, und bod off mine handts go ub in der air und I gan't get 'em down. Vile helbless am I a loafer runs ub und he dakes mine vatch and schain. I stamb und rache und schwear, but der feller mit der machine keebs mine handts in der air undil der dief iss gone, ven he bushes der handle in und runs avay mit der machine."

Goroditzski displayed considerable money that he said he was willing to spend to entch the thieves.

TUG IN A DOUBLE COLLISION.

Hit Another Tug, Spilled the Engineer and Backed at Full Speed Into a Third.

The tug E. H. Garrison, bound from New York for Hoboken, and the tug Somerville. heading for this city, coilided in the North River yesterday afternoon. The pilot of the Garrison, just before the collision, signalled his engineer to reverse at full speed. The engineer did so, and then, it is said, went out on deck. The shock of the impact threw him ove-board and the Garrison kept on going

nim overboard and the Garrison kept on going natern.

The tug W.F. Dalzell, bound down stream with a float of the Brooklyn Wharf and Transportation Company alongside, was in the course of the backing rug, which hit the float with great force, jarring off the tug's pillot house and smashing her stern. The pilot and all hands aboard were badly shaken up, but not injured.

net injured.

The engineer, who could swim, was picked up, and the damaged tug was taken to Hoboken. The original collision was comparatively slight and neither the Somerville nor the Garrison was damaged by it.

BRIDE EXPECTED A SCOLDING. Miss Muir and Mr. Dalgielsh of Washington

Elope and Marry. FREDERICK, Md. May 11 -Robert H. Dalgleish of the Capital City Traction Company, Washington, and Miss Blanche Muir, daughter of John P. Muir, a wealthy business man of Washington, eloped to Frederick resterday and were married at the Episcopal rectory by the Rev. Osborne Engle. The bride left home ostensibly to visit her aunt in Baltimore, but natead of going to that city went to the depot of the Southern Railroad, where she mer Mr. Dalgleish. They took the first train to Leesburg, Va., and being unable to secure a marriage,license there drove at once to Fredmarriage, license there drove at once to Frederick by way of Point of Rocks, reaching here late yesterday afternoon. A marriage license was secured and the ceremony was performed. The young couple immediately telegraphed their parents of the wedding and left for home this afternoon at 3 o clock.

Miss Muri is a leading member of the choir of Epiphany Church, of which the Rev. Dr. Randolph McKim is pastor. After the marriage she said she exceeted a scolding from her pastor.

GOT ONE OF OUR TRAIN ROBBERS. A Texas Desperado Arrested in Mexico and

Held for Extradition. AUSTIN, Tex., May 11.-Gov. J. D. Sayers received a telegram to-day from Secretary of State John Hay saying that he had been advised by the United States Ambassador to Mexico that a man named Keeton, wanted in Coleman county, Tex., to answer to the charge of attempting to hold up and rob a Texas and

of attempting to hold up and rob a Fexas and Pacific passenger train about a year ago, has been arrested in Mexico and is in all at Juarez. Secretary Hay asked If the diovernor desires that the man be extradited.

Gov. Sayers answered that the extradition of Keeton was wanted and that steps to that effect would be taken immediately. In the attempted hold-up in which Keeton participated the fireman was killed by the robbers. Two of the robbers were badly wounded by James Buchanan, a passenger. Mrs. Tillinghast Thrown from Her Carriage

TROY, May 11.-Mrs. C. Whitney Tillinghast, wife of former Adjt.-Gen. Tillingbast, was thrown from her carriagothis morning at Bennington, Vt , and badly injured. Mrs. Tillinghast was in Bennington arranging for the opening of her summer home. While driving up Main street her horse became frightened ap Main street her horse became frighteness and in swerving from an electric car collisted with a pole, throwing Mrs. Tillinghast upon the pavement. She sustained a spranned wrist, a bad cut over the eye and a severe nervous shock. Mrs. Tillinghast was frought from Bennington to Troy, accompanied by Dr. Chis-

Bicycle and Automobile same of the Scientific American, Just issued, Double the usual size. Contains the latest information. The best records. Trick riding, &c. Colored cover. All newsstands. Price, 10 cents.—Ade.

LIST OF PROPERTIES TURNED OVER TO THE \$500,000,000 SYNDICATE.

arious Plants and Stocks Transferred to the New Organization-A Letter from Mr. Carnegie Expressing Confidence as to the Future of the Iron Trade Here.

CLEVELAND, O. May 11.-The official list of the properties that are included in the sale by Andrew Carnegie to the syndicate that is to be capitalized for \$500,000,000 was received to day by the Icon Trade Review and is given here: The Edgar Thomson Works, Bessemer, Pa. iciuding the Edgar Thomson Blast Furnaces, Edgar Thomson Foundry, Edgar Thomson Steel Works; the Duquesne Works, Duquesne, Pa., including the Duquesne blast furnaces Duquesne Steel Works: the Homestead Stee Works, Munhail, Pa., including the Bessemer steel department, open-hearth steel department, finishing mills, armor-plate depart ment; the Carrie Blast furnaces, Rankin, Pa. the Lucy Blast furnaces, Pittsburg; the Upper Union Mills, Pittsburg; the Lower Union Mills Pittsburg; the Lorimer Coke Works, Lorimer Pa.; the Youghiogheny Coke Works, Doug

All the capital stock of the Carnegle Natura Gas Company, the Youghiogheny Water Company, the Trotter Water Company, the Union Railroad Company, the Slack Water Railway Company and the Youghiogheny Northern Railway Company.

One-half of the capital stock of the Pittsburg. Bessemer and Lake Eric Railroad Company. All the coal and coke property of the H. C. Frick Coke Company in Fayette and Westmoreland counties. Pa., including 40,000 acres of unmined coal, 20,000 acres of surface lands, 11,000 coke ovens, 2,500 railrond cars, 3,500 dwellings; all the capital stock of the Pittsburg and Conneaut Dock Company; 43.0 per cent, of the capital stock of the Pennsylvania and Lake Erie Dock Company: one-fourth of the capital stock of the New York, Pennsylvania and Ohio Dock Company; five-sixths of the capital stock of the Oliver Mining Company, which owns all the stock of the Metropolitan Iron and Land Company, all the stock of the Pioneer Iron Company, 89.3 per cent of the stock of the Lake Superior Iron Company and 18 per cent, of the stock the Security Land and Exploration

of the Security Land and Exploration Company; one-half of the capital stock of the Pewable Company; three-fourths of the capital stock of the Pittsburg Lime Company, Limited. In 1898 the Carnegie Steel Company's night from production was 17 per cent. of the output of the country, 36 per cent. of that of Pennsylvania, and 48 per cent. of that of Allegheny county. The company's Bessemer steel production was 22 per cent. of that of the country and 42 per cent. of that of Pennsylvania, in March last the shipments of iron and steel from the works, that is, of pig fron from furnaces and of finished steel from the various plants, were 458.00 tons. The total output of finished material for 1800 is estimated at 2,500,000 tons.

In a letter to the Review concerning the course of the iron trade in 1800 and the prospects for its future, Mr. Carnegie says in part. 'I do not see any probability of the prevailing prosperity coming to an end before next white, techans not then although that rise for pects for its future, Mr. Carnegie says in part:

"I do not see any probability of the prevailing prosperity coming to an end before next winter, perhaps not then, although the rise in prices must tend to check consumption, and especially the export trade. But the difficulty now is to take care of the home demand—a demand which is legitimate, covering actual requirements and not increasing stocks. Although the demand abroad is now so great, prices are still advancing, and we may find a market for considerable quantities even at present prices here. When depression comes the American manufacturer will have one reserve which has not hither to been his, namely, he will be able to produce at a cost which will enable him to supply the world outside, and this, fortunately, will keep labor more fully employed than it has been hitherto under similar circumstances.

"Upon one point I am well assured—that the increased demands of the world for iron and steel are chiefly to be met by the United States. Great Britain and Germany are now running up to their fullest capacity, although Great Britain shows this year even a slight decline in product. The demand which is to come, beyond the present production, is to be the prize of the American manufacturer; and unless the present activity creates capacity far beyond any possible demand, as is to be feared, manufacturers should obtain profitable prices for some time to come.

turers should obtain

time to come. CREW OF THE LOST KANAWHA Get Home with a Story of Four Days Drifting

in Small Boats. Capt. Evans and thirteen of the crew of the ittle coal-laden American steamship Kanawha. which foundered 150 miles north of Bermuda on April 6 while on a voyage to that island from Newport News, arrived at Quarantine last night from San Juan, Porto Rico, on the steamship Evelyn. The Kanawha sprang a leak in a cyclone, the water put out her fires, and she became unmanageable. She began to settle became unmanageable. She began to settle and all hands took to the boats. One of the boats caustized and its erew were rescued with much trouble. On April 10, when the castaways had been four days adrift and were suffering from hunger and thirst, the American brig Atalanta hove in sight and took the men aboard, landing them at San Juan. — The Kanawha was a wooden vessel, measured 431 tons and was owned by John A. Donald of this city. She was a water boat for the Government in the Spanish war.

JERRY SIMPSON'S NEWSPAPER.

He Says in the First Issue That Eastern News paper Ridicule Caused His Downfall. WICHITA, Kan., May 11.-The first number o x-Congressman Jerry Simpson's weekly newspaper, the Bayona, is out. The leading editorial is devoted to ex-Speaker Heed. It says Reed would like to be the next Republican Presidential candidate, and, notwithstanding his objectionable nature, is the strongest man in the

Herublican party.
Simpson denounces trusts. He also says
Kansas is tired of sending freaks to Congress,
and that is why he is out. He says the newspapers in the East ridiculed him and were the
cause of his downfall.

SLOANE HOUSE TRANSFERRED BACK. Henry T. Sloane Takes Title to it from the Agent of His Divorced Wife.

The State Trust Company restorday trans ferred to Henry T. Sloane the dwelling 9 East Seventy-second street, the former residence of Mr. and Mrs. Sloane. Mr. Sloane deeded the property to his wife at the time of their separa-tion last fall, and she conveyed it in trust to the State Trust Company on the day of her marriage to Ferry Belmont. The Trust Com-pany was empowered to deed the premises ab-solutely to Mr. Sloane on condition that he pay all the debts contracted by Mrs. Sloane.

MOLINEUN LIKELY SOON TO BE FREE Grand Jury Will Consider on Monday the Complaint of Assault

new charge against Roland B. Molineux of assaulting Harry S. Cornish by sending him poison through the mails will be considered on Monday next by the same Grand Jury that dismissed the charge of murder done with the missed the energy of murrar done with the same poison. It is believed that the new charge will be dismissed and that Molineux will be re-leased from the Tombs on Monday of Thesday of next week. Prison cases have preference over bail cases and he will not offer bail. A new complaint based on the poisoning of Henry t. Barnet will be made against Molineux after the present Grand Jury goes out of existence.

To Welcome Sampson's Squadron at Halifax HALIFAX, N. S., May 11.-Citizens and military alike are already talking of what they will to on the occasion of the proposed visit of on the occasion of the proposed visit of admiral Sampsen's floet to Haiffax. Admiral Bedford, the new commander of the British squadron, will be here with his flagship and there is a strong probability that the French Admiral, with his new ships detailed for Newfoundiand fishery protection, will be in port. A state ball in honor of the visitors is proposed.

Give Benselyptus Tooth Powder ne trial. Its merit will do the rest At all drug-

GREAT DANE WHIPS A LION.

Flerce Encounter in the Zoo at Cincinnati The Lien Had Enough. CINCINNATI, O., May 11.—An exhibition of the remarkable strength of Col. Stephan's

Great Dane Mardo was witnessed by the keepers of the Zoo to-day. Mardo was strutting proudly about the Carnivora building when Dewey, the flerce young lion, was taken out of his cage to be shipped to his owner.

The dog, thinking that the animal had at tacked the keeper, sprang upon the lion fear lessly. The keepers allowed the chains to fall and, seizing long iron bars, tried to separate the two beasts. Meantime the dog was worst-ing the lion. The keepers' efforts to separate the animals were futile, and not before the lion had been whipped and skulked away from the big dog were they able to get near the lion. It was an easy matter to get the lion into the

shipping case after the encounter, where he lay licking his sore spots. The fight lasted only a few minutes. Dewey is nearly two years old, and is the size of a full grown Great Dane

JULIA ARTHUR MAKES A SCENE. Stops Her Play in New Haven Until a Flirt

ing Man is Put Out. New Haven, Conn., May 11 .- Julia Arthur nade a sensation at the Hyperion Theatre this evening, where she was playing "A Lady of Near the end of the last act she stopped the play and pointed to a man in the audience who, she said, was trying to flirt with one of the women in the cast. She declared that the play could not go on until this man left the theatre. She rang the curtain down and left the stage. In the confusion that followed a half-drunken man arose and hurriedly

left the house. Miss Arthur then told the audience that she could not play unless the audience gave her their attention. She said she was sorry to have had to delay the performance. She then rang up the curtain and the play proceeded. The audience almost went wild with applause. The man Miss Arthur ordered out of the house was a well-known New Haven citizen.

WANT TO BUY FUNSTON A HOME. iome Kansans Think a Sword Is Not Suf-

Scient Reward for Their Hero. TOPEEA, Kan., May 11 .- A counter move ment against the purchase of a sword for Gen. Funston has been arted. An appeal was made yesterday for funds with which to buy him a home. W. H. Barnes, Secretary of the Kansas Horticultural Society, leads the move-

ment, and his appeal for funds says: 'In a tight place any General would trade a \$10,000 sword for a \$2.50 revolver, if the revolver was well loaded, or even a hat full of ocks might be better. In a pinch David's pebbles were mightier than Golinth's sword Gen. Funston has found a bride since he left us. A married couple should have a home.

"How much better to present them with a

pleasant and useful home in Topeka than a useless sword. Let the subscriptions roll in and buy them a home and then furnish it, and put a rig in the barn and money in the bank for the little necessaries needed until he is settled.

HIS FRIEND DEAD IN HIS ARMS.

John Gray Undertook to Support a Typhold Fever Patient in a Carriage. TRENTON, N. J., May 11.-Charles Comfort of weets avenue was 23 years old. He had yphoid fever, and to-night he got a friend, John Gray, to telephone for a cab, saying he wished to be removed to Mercer Hospital, two miles from his home. Gray volunteered to accompany him to the hospital, and he sat

in the cab with his arms around his friend. the was too weak to sit up unsupported. When the hospital was reached a physician opened the door of the cab, and throwing the light of a lantern on Comfort's face saw that he was dead. Gray was unconscious of the | and William C. Trull of the Third Avenue Railfact until the physician made the discovery.

and it unnerved him. TEXAS ANTI-TRUST BILL PASSED. More Drastic Than the Arkansas Measure

Associated Press Included. DALLAS, Tex. May 11 -A private tele gram from Austin to-night says that the House of Representatives this evening passed the Anti-Trust bill just as it passed the Senate. The bill is more drastic than the Arkansas law, and contains the Arkansas provision concerning fire and life insur ance companies. It also contains a clear and positive section designed to break up the assoclated news trust in Texas.

CHRISTIAN SCIENCE OF NO AVAIL. Death of One of the Leading Exponents of

the Cause in Chicago. CHICAGO, May 11.-Mrs. Buth Ewing, wife of Adia! T. Ewing, a well-known Chicago attorney, died on last Friday of dropsy at her home. by Christian Science. Mr. Ewing said this

Mrs. Ewing had had treatment by the best physicians. They told her that her case was hopeless and that death was inevitable. We are Christian Scientists, and as a last resort we tried the Christian Science treatment. It did not save her, but I know it did not hasten her

death. Mr. Ewing is a member of the firm of Ewing. Winchester & Craig. 115 Monroe street. He is a brotner of Judge William G. Ewing of the Superior Court, whose wife is one of the principal exponents of the Christian Science cult in

FAKE" HEALERS" TO BE HUNTED OUT. Health Board Officials Directed to Prose-

cute All They Can Find. Col. Michael C. Murphy, President of the Health Board, said yesterday that he intended to make a raid upon the fake "healers" of various kinds about town, Col. Murphy or various kinds about town. Cel. Murphy or-dered Dr. Roberts, the sanitary superintendent of the board, to notify the assistant sanitary superintendent in each borough to hunt up-fake healers who practice medicine. All per-sons who pretend to cure diseases by the iny-ing on of bands or other methods not sane-tioned by enlightened medical practice, he said, would be rooted out and presented. The Health Board authorities in their crusade will enlist the aid of the various medical societies

David Miller of 415 West Thirty-ninth Atrest. as arrested last night on a charge of stealing | p \$10 in cash and a Klondike nugget worth Suc from Mrs. Bartha Wood of 265 West Thirtyeighth street, who employed him to help her
pack up some household goods. She missed
the money and nugget after he loft, and described the man to the police. When arrested
has night the nugget was in Miller's pocket.

Three Stage Coach Passengers Drowned. SAN ANTONIO, Tex., May 11 -As a result of wollen streams in the mountain reads fifty miles north of San Antonio a stage coach con-taining Mrs. Emina Lawrence and five passen-gers was overturned yesterday. Mrs. Law-rence and two other passengers were drewned. The accident occurred in a ravine eight niles from Comfort, Tex.

Elevated Road Afire.

A red-hot coal from a north-bound elevated agine on the Sixth avenue road dropped last night into an angle of the fruss work over West Broadway and set the grease gathered there on fire. A porter from the Frankin street station put the blaze out with a couple of buckets of water.

The "Pan-American Express." The new fast train on the New York Control leaves New York #190 P. M. daily: arrives Buffalo 7.25. Niagara Falla 8:10, Toropto 10:50 nex? morning.— 44:.

EXTRA SESSION AT ALBANY.

Fair to-day; west winds, becoming variable.

> MAY BE CALLED TO AMEND FORD BILL AND REPASS RAPID TRANSIT.

> Gov. Roosevelt Hears Arguments Against the Ford Bill to Tax Franchises and Defers Action-Seems to Think It Should Be Amended-Doesn't Like Mayor Van Wyck's Veto of the Rapid Transis Hill - Ex-Gov. David B. Hill's Argument.

ALBANY, May 11.-For seven hours to-day Gov. Roosevelt listened to arguments from the representatives of the corporations throughout the State affected by Senator Ford's Corporate Franchise Tax bill, urging him either to veto the measure or to call a special session of the Legislature to amend the bill or postpone its operation until next year. Strong arguments against the bill were presented by the Hon. David B. Hill of Albany and John G. Milburn of Buffalo. In addition to the amendments to the Ford bill, which Gov. Roosevelt himself suggests should be made after it becomes a law, the Governor apparently believes that needed amendments, pointed out by Mr. Hill and Mr. Milburn. should also be made to the measure. It is altogether likely that the Governor some time next week will sign the Ford bill, as there also is a essibility that he will call an extra session of the Legislature to amend it, to meet his own objections and the vital ones which were brought out at the hearing to-day by Senator

Hill and Mr. Milburn. The interest shown by Gov. Roosevelt in the Franchise Tax bill has been no less than that manifested by him in Senator Stranahan's bill. amending the New York city Rapid Transit law. which has been vetoed by Mayor Van Wyck. The veto of the latter till presents another reaon which may operate to cause the Governor to call a special session of the Legislature, in order that the Rapid Transit bill may be passed again, and if Mayor Van Wyck should decide to veto it a second time, an opportunity would be afforded the Legislature in extra session to pass the bill over the Mayor's veto.

No bill which has been before the Governor for years past has been so strongly and generally opposed as was Senator Ford's franchise tax measure before Gov. Roosevelt to-day. The hearing lasted from noon till nearly 8 o'clock to-night. No one appeared in its favor except Senator Ford and former Congressman John De Witt Warner of New York city, representing the Reform Club and the Real Estate Board of Brokers of New York city. Assistant Corporation Counsel Creamer of New York city and Senators Grady and Donnelly, heading a delegation from Tammany Hall, many of whom had never read the Ford bill, were present in favor of the bill from a purely political standpoint, though they did not ask to speak upon the measure. At the conclusion of the hearing Gov. Roosevolt said that as there were several gentlemen who could not be heard for lack of time, he would allow the filing of briefs until Tuesday next, after which he will announce his action upon the bill.

Those who appeared in opposition to the bill and the interests they represented were: David B. Hill, the Elmira, Penn Yan, Corning and Hornellsville Street Railroad Company; Wilson S. Bissell, Buffalo General Electric Company, Buffalo and Niagara Falls Electric Light and Power Company, and the Cataract Power and Conduit Company: Charles J. Bissell, the Bochester railroad Companies: C. L. Allen and William P. Goodelle, the Syracuse and Auburn rallway and light corporations; W. Cary! Elv. John C. Milburn and Porter Norton, the Buffalo and Niagara Falls railway companies; George P. Curtiss and J. P. Eckert, the Binghamton street railway companies; C. Tracy Rogers of Binghamton, President of the Street Railway Association of the State; Edward Lauterbach road Company: M. M. Fenner, the Fredonia and Dunkirk Railroad Company; D. F. Van Vicet, the Ithaca Street Railroad Company: Company: G. B. Story, the Hoosick Falls and Bennington Railway; C. Cleminshaw and William Shaw, the Troy Railroad Company, and

Francis B. Thurber of New York city. Senator David B. Hill made the principal argument in opposition to the bill. He spoke for nearly two hours and concluded his remarks just before a short recess was taken for lunch-

on. Mr. Hill said: THE HON. DAVID B. HILL'S ARGUMENT. "I appear in opposition to the Ford bill in behalf of the West Side Street Railway of Elmira. the Elmira and Horseheads Street Railway Company, the Ithaca Street Rallway Company. the Cayuga Lake Electric Railroad Company. the Brush Swan Electric Light Company, the Ithaca Water Works Company, the Ithaca Gas Company, the Penn Yan, Keuka Lake and Branchport Railway Company, the Penn Yan Electric Light and Power Company. 3747 Ellis avenue, after having been treated the Penn Yan Steam Heating Company, and several other street railway companies operating their railroads, and for other corporations doing business in the interior cities and small villages of the State, whose interests are

believed to be seriously affected by the terms

of the proposed statute.

"Permit me to observe at the outset that no apology is deemed necessary for my appearance on this occasion. The clients whose interests I have been asked to represent come from my native section of the State, in which I have always taken a natural and keen a terest, and with many of whose business oct class I have enjoyed a lifetime of person friendship, to whose appeals at this time's the protection of their rights, now believed \$, be endangered, I could not well turn a deaf ear. It is true that some minor organizations, semi-political, somewhat hysterical, and large-ly socialistic in their character, self-constituted, irresponsible and noisy associations, pooling their grievances and assuming a monopoly of the championship of the pequie's alleged interests have for some period ostentations; and with concerted chanor advocated this and similar schemes of taxation, but it was not believed that they had made any serious impression on the buolic mind. When many of these same advocates of a doubt taxation on franchises assert with equal positiveness the propriety of Governmental ownership and management of railroads, telegraphs, telephones and banks, and favor other similar projects of questionable propriety, accompanied with profuse promises of the dawn of a political and industrial millennium, when their I topian enterprises shall have been perfected, thoughtful men may well bestate and view with sustain milennium that the propositions for the alleged 'relief' of the masses. pooling their grievances and assuming a mo-

Divisors in the subject of the direct or indirect taxa-tion of franchises is not a new one. It has been under discussion for the past eighteen years, ever since the enactment of the Corporation Tax laws of 188-1, wherein corporations were that expressly taxed on account of their

ever since the enactment of the Corporation Tax laws of 1884-1, wherein corporations were first extressly taxed on account of their franchises. Inring all this period no comparations were franchises. Inring all this period no comparation for their franchises. In the second the period of the first of the first second for the first second for the first second for the first shows that it has been extremely fortunate in its selection of temperatures, some of whem have for which the first second for the second for the first second fo ure, but, on the contrary, can with entire